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**CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT**

COUNTRY Yugoslavia

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SUBJECT Port and Industrial Activity of Fiume

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2. Fiume Port Installations and Activities:

- a. Installations: The damage suffered by the Fiume harbor during the war has been partially repaired. In particular three ruptures in the mole that separates the port of Fiume from that of Susak have been joined by light-weight passageways. An attempt has been made to fill in the breaches with material from the ruins of the city. Three new cranes have been installed on the mole; the 50-ton crane originally there is still out of use. The bridge joining the mole to the mainland, which was completely destroyed during the war, has now been entirely reconstructed, as has also the northern bank. No work has yet been started on the two moles running north and south that were completely destroyed. They are followed, however, by two moles in good condition on which have been installed three new cranes, one on the first and two on the second. The building housing the Harbor Authorities near the latter mole is intact. Near this building there is a petroleum depot having a capacity of about 70,000 liters which is used exclusively for supplying motorboats. Beyond is the zone of the free port, which has three entrances. At the point of the first entrance there is a mole having two warehouses that have been completely destroyed. Between the first and second entrance ways there is a large warehouse with an underground storage space for wines and other alcoholic beverages formerly used by the Pavella firm, but at the present time under requisition. Between the two entrances there are about four cranes in good working order. At the point of the second entrance there is a mole that is still intact. Following thereafter are ten warehouses of large capacity which are intact, and along the platform in front of these are six cranes in good condition. At the point of the third entrance the so-called petroleum dock begins.
- b. Port Activities: The daily traffic of the port usually comprises the arrival of two or three vessels of medium tonnage and as many departures. From September 1946 to April 1947, seven or eight Russian tankers of unknown tonnage arrived in port. Besides these tankers, there have been three or four Russian vessels carrying furs, electrical equipment, paper, and wooden boxes thought to contain munitions. Vessels leaving have carried UNRRA food stuffs and cloth. Two months ago a British vessel brought in a cargo of coal and took away a cargo of lumber. Other traffic is composed

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of Yugoslav vessels bringing in automobiles and various other types of machinery to be repaired, and taking out lumber. During the stay of the Russian vessels in port, the crews are prohibited from going ashore, and naturally no one is permitted to go aboard the boats.

2. Whitehead Torpedo Works: The war did not bring excessive damage to the torpedo works. Certain lathes and presses were left at the plant, but for the most part the machinery was moved to Italy. Since July 1946, at intervals of two or three days, machinery sent by UNRRA has been arriving at the torpedo plant by rail and by truck. At the present time UNRRA automobile repairs are being made there, and manometers, voltmeters, and various tools are being constructed. Torpedoes are not being manufactured because of the lack of materials and technicians; it is estimated, however, that there are about 2,000 torpedoes in the plant. There is sufficient coal and iron to keep the foundry working at full capacity. About 1,500 persons are employed there, the majority of whom are Slavs. The workday schedule is from 800 to 1100 and 1200 to 1600 hours. Skilled workers received about 17½ dinars per hour, while ordinary workers receive about 15½.
3. Quarnaro Shipyards: The damage suffered by the shipyards during the war, has to a great extent, been repaired, and work has reached almost prewar capacity. There are about 3,000 employees, among whom are many Italians. The workday schedule is from 0630 to 1230 hours without interruption, for which time the skilled worker is paid 15½ dinars per hour and the unskilled worker is paid between 13 and 14½. From 1330 hours to nightfall the employees are obliged to work without pay on the reconstruction of the shipyards and torpedo plant, and on the construction of the new Via Santa Entrata road at the northwest side of the city. The principal product of the shipyards is metal fishing boats. However, work is being completed on a destroyer, the construction of which had been started by Italy, and on the renovation of a Yugoslav cruiser which had been scuttled in Split harbor. The reconstruction of the drydock is proceeding slowly due to the lack of proper equipment to carry out the work. Besides the buildings that existed before the war, two new ones have been constructed to house the administration offices of the yard; and rebuilding of the docks, which were completely destroyed is contemplated.
4. Romsa (Raffineria Olii Minerali Soc. Anonima): The refinery complex is made up of the following buildings:
 - a. A one-story building, 100 meters long, 20 meters wide, and 10 meters high which serves as warehouse for pumps, tubes, etc.
 - b. Another building of the same dimensions which houses the chemical laboratory, where distillation of the raw materials is carried out.
 - c. A building about 30 meters by 60 meters which serves as a shop.
 - d. One office building and three small storage buildings grouped on the opposite side from those enumerated above, nearer the city.

Between these two groups of buildings, there are eight tanks, six of which have a diameter of 10 meters and a height of 25 meters and contain raw and refined combustible material, and two of which have a diameter of 8 meters and height of 30 meters and contain oil. All the tanks have underground pipe connections with the laboratory and with the port.
5. Across the Fiume-Abbazia road is the entrance to the so-called Petroleum Port, on the near side of which are two moles for the use of tankers. From these moles four underground pipelines connect with the storage tanks. The two other tanks of the dimensions of the six described above which stood in this port and were destroyed during the war have been rebuilt, but are not yet in use.

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A series of railway tracks which extend through the whole area of the Petroleum Port connect with the railway station and with the new trunk line to Susak. The track running between the refinery and the Petroleum Port may be connected with these other lines by means of a turntable. About 1,500 persons are employed at the refinery. From the middle of January 1947, 30 to 40 workers have left weekly to be repatriated. Source holds no data on even approximately the monthly production of the refinery. According to source, all raw combustible materials and all distilled material brought into the plant by land is transported by rail tank cars. Gasoline not subject to any restrictions costs from $2\frac{1}{2}$ to $3\frac{1}{2}$ dinars a liter.

6. The Paper Mill: The paper mill, which underwent no damage during the war, is housed in three buildings situated north of the city on the Eneo river. At the present time the plant is working at full capacity and employing about 2,000 persons, the greater part of which are Slav as also are the directors. Almost every type of paper is made here from raw materials received from Russia. Electrical current is said to be supplied from Friuli. In the area south of the paper mill, however, a small electrical powerhouse is in the advanced stage of construction and when completed will serve not only the paper works but also the city of Fiume.
7. Montecatini Plant: Those buildings of the Montecatini Plant that were destroyed have been put into use again. There are several hundred Italians and Slavs working there. Production is reported to be very low.
8. Locomotive Repair Works: The locomotive repair works are situated between the torpedo works and the refinery, and at the present time employs about 400 persons. The present repair rate is about three locomotives a week.
9. Miscellaneous:
 - a. Russian Missions: About once a month a Russian commission of five or six members, among whom are women, visit the Fiume shipyards and torpedo works.
 - b. Fiume-Susak bridge: The Fiume-Susak bridge has been completely reconstructed in steel, but the bridge near the public gardens over which passed the Fiume-Trieste railroad has not yet been reconstructed. The Fiume-Trieste trains have been diverted to tracks that cross the Fiume-Abbazia roadway, resulting in the paralysis of traffic every time a train passes.
 - c. New Via Santa Entrata Road: There is under construction a new road which begins at the end of Via Santa Entrata, passes over the Fiume-Trieste railroad, and runs along the hillside until it joins the Fiume-Abbazia road. It is about two kilometers long and is wide enough to permit the easy passage of two currents of traffic. The building of this road is part of the reconstruction program and the work thereon, as already mentioned, is obligatory and without pay.

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